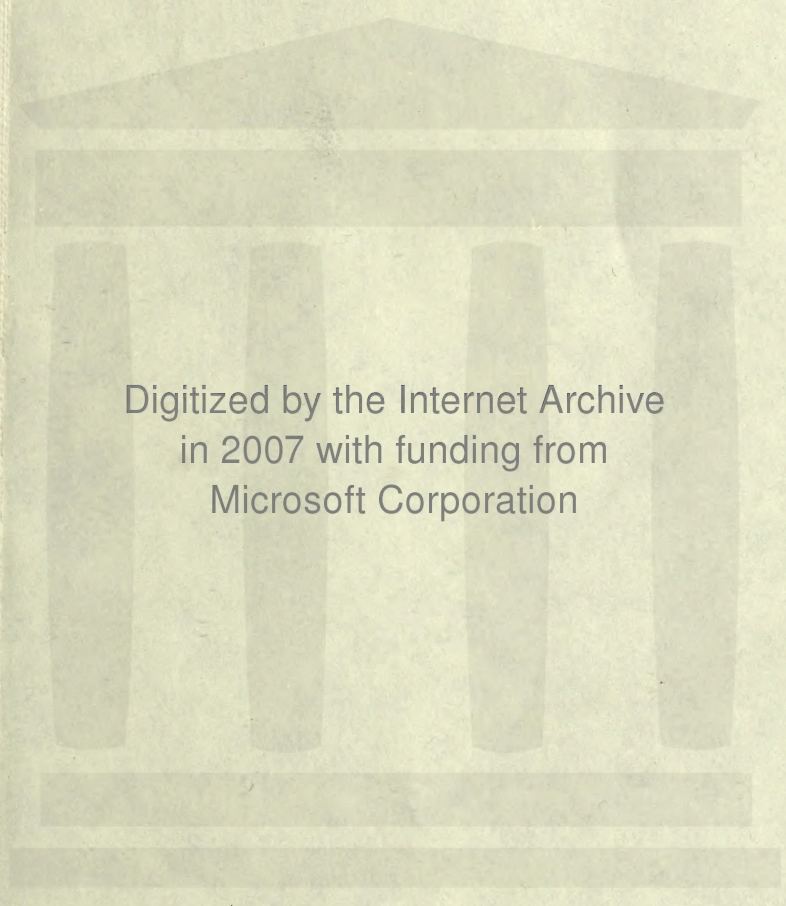


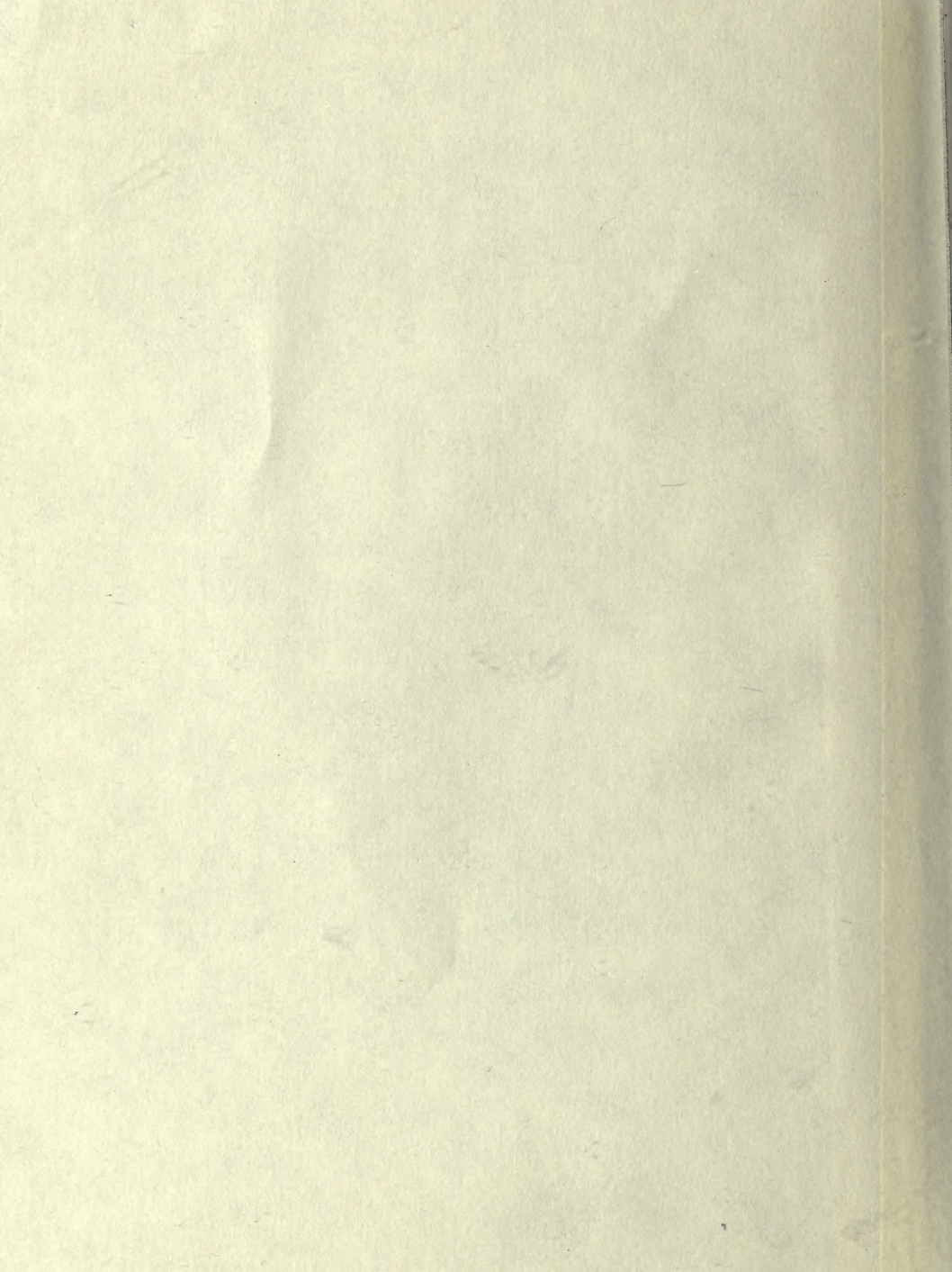
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Annual Report (1912-13)

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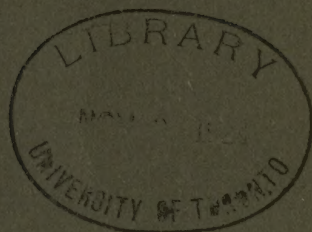
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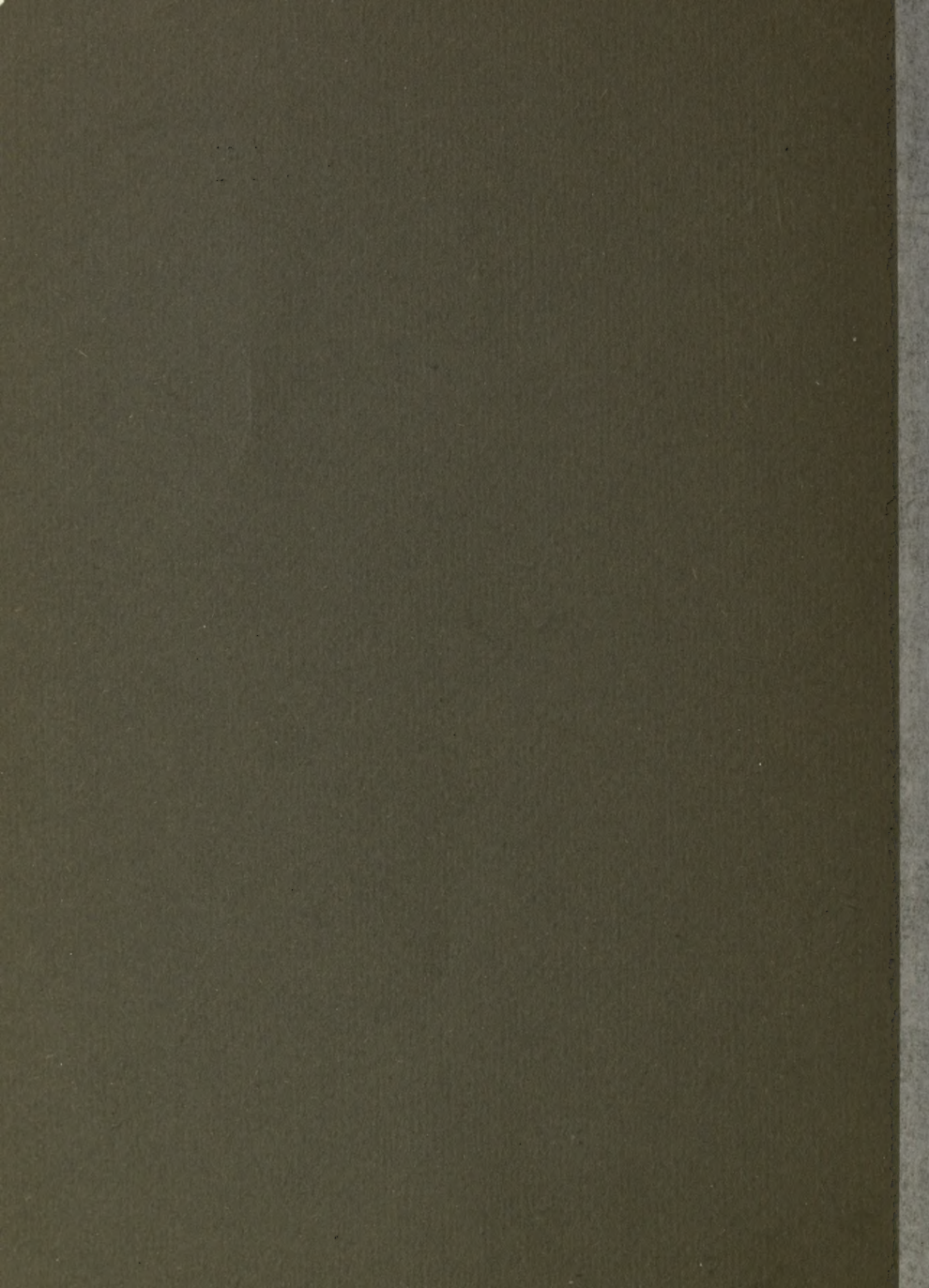
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ELEVENTH
ANNUAL REPORT
OF



The
Canadian Northern
Railway Co.

TORONTO OCTOBER, 1913



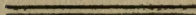
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of the

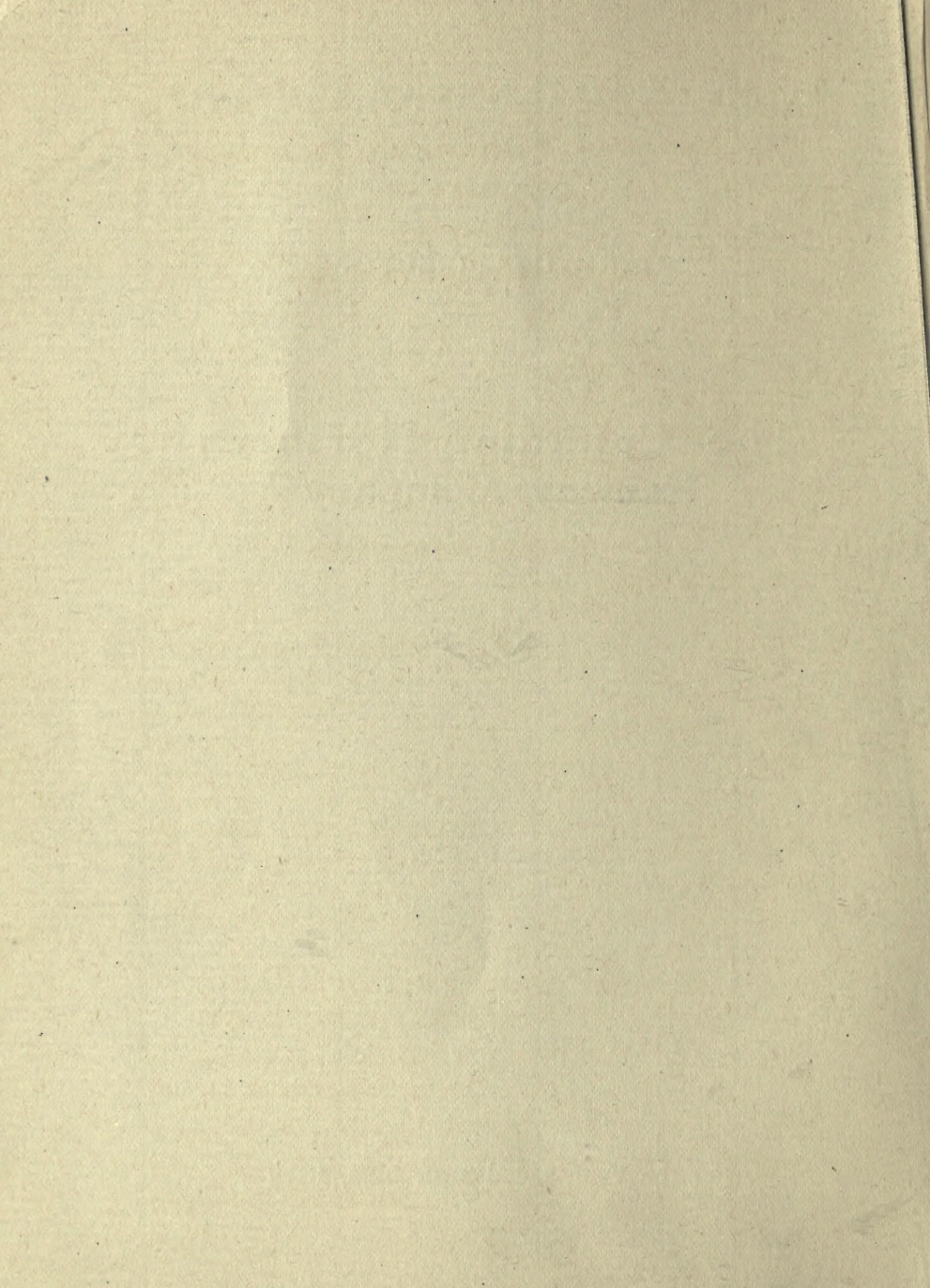
BOARD OF DIRECTORS

of

**The Canadian Northern
Railway Company**



For the Year ended 30th June, 1913



CANADIAN NORTHERN RAILWAY COMPANY

BOARD OF DIRECTORS

| | | | | |
|-----------------------------|---|---|---|---------------|
| SIR WILLIAM MACKENZIE | - | - | - | Toronto, Ont. |
| SIR DONALD MANN | - | - | - | " " |
| MR. R. J. MACKENZIE | - | - | - | " " |
| MR. Z. A. LASH, K.C., LL.D. | - | - | - | " " |
| MR. FREDERIC NICHOLLS | - | - | - | " " |
| MR. R. M. HORNE-PAYNE | - | - | - | London, Eng. |

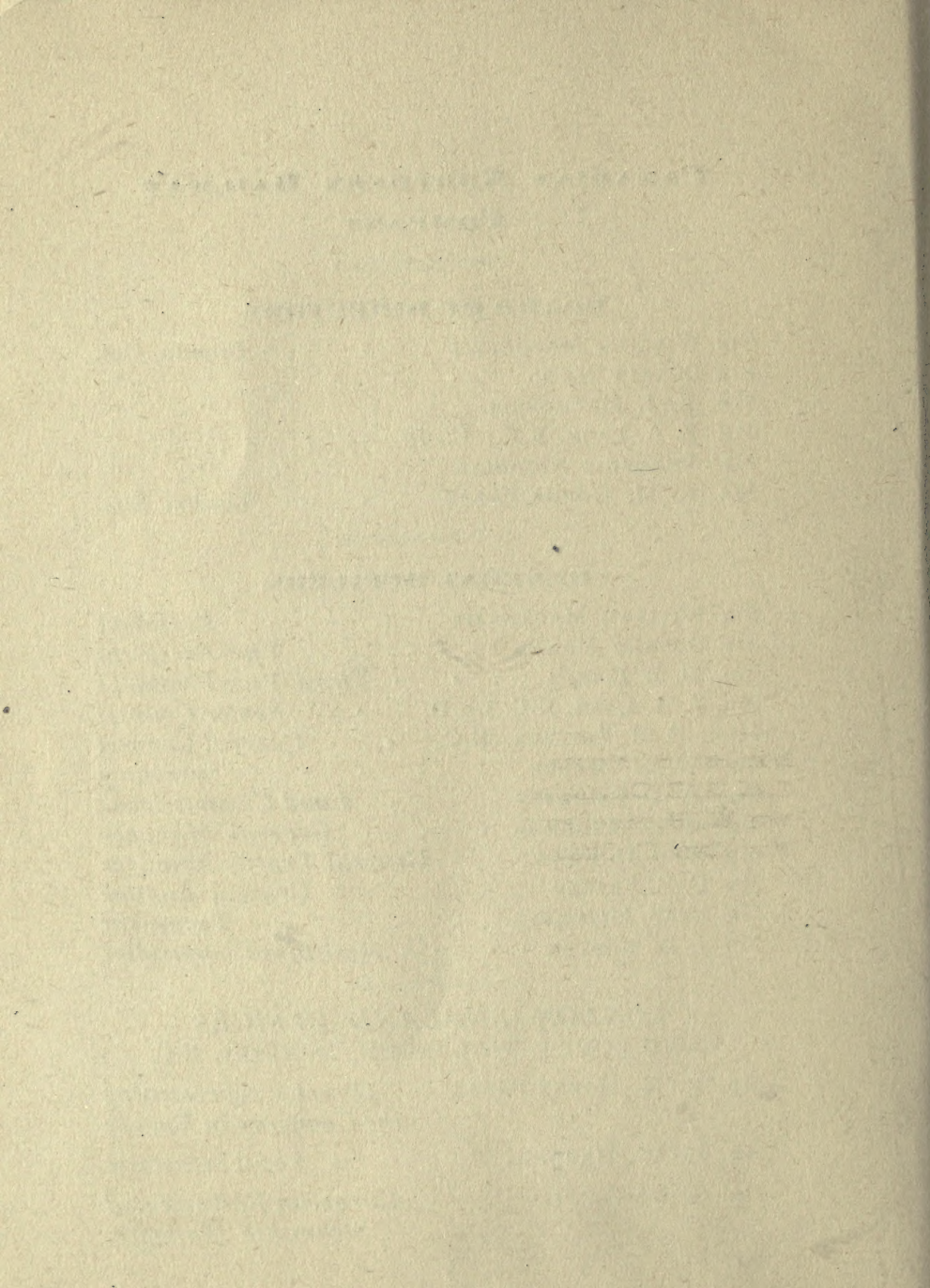
GENERAL OFFICERS

| | | | | |
|----------------------------|---|---|---|--------------------------------|
| SIR WILLIAM MACKENZIE | - | - | - | <i>President</i> |
| SIR DONALD MANN | - | - | - | <i>Vice-President</i> |
| MR. D. B. HANNA | - | - | - | <i>Third Vice-President</i> |
| MR. Z. A. LASH, K.C. LL.D. | - | - | - | <i>Senior Counsel</i> |
| HON. F. H. PHIPPEN, K.C. | - | - | - | <i>General Counsel</i> |
| MR. W. H. MOORE | - | - | - | <i>Secretary</i> |
| COL. A. D. DAVIDSON | - | - | - | <i>Land Commissioner</i> |
| MR. M. H. MACLEOD | - | - | - | <i>General Manager</i> |
| MR. GEO. H. SHAW | - | - | - | <i>General Traffic Manager</i> |
| MR. C. E. FRIEND | - | - | - | <i>General Auditor</i> |
| MR. L. W. MITCHELL | - | - | - | <i>Treasurer</i> |
| MR. J. D. MORTON | - | - | - | <i>Assistant Comptroller</i> |

LONDON (ENGLAND) OFFICES

BOND COURT, WALBROOK, LONDON, E.C.

| | | | | |
|-----------------------|---|---|---|--|
| MR. R. M. HORNE-PAYNE | - | - | - | <i>Director representing the Company in Europe</i> |
| MR. H. W. HARDING | - | - | - | <i>Local Secretary</i> |
| MR. SCOTT GRIFFIN | - | - | - | <i>European Railway and Steamship Manager.</i> |



CANADIAN NORTHERN RAILWAY COMPANY

Eleventh Annual Report of the Directors

TO BE SUBMITTED TO THE SHAREHOLDERS OF THE COMPANY AT THE
ANNUAL GENERAL MEETING TO BE HELD AT THE COMPANY'S
OFFICES IN TORONTO ON MONDAY THE
24TH DAY OF NOVEMBER 1913.

To the Shareholders:—

The results of the Company's operations for the fiscal year ended 30th June, 1913, are as follows:—

GROSS EARNINGS.

| | |
|--|-----------------|
| From Passenger Traffic | \$ 3,749,498.35 |
| From Freight Traffic..... | 18,561,026.90 |
| From Express, Mail, Telegraph, Dining and Sleeping Cars, Interest and profits from Elevators and other Subsidiary Companies, Investments, Premiums, &c | 2,216,953.22 |
| | \$24,527,478.47 |

WORKING EXPENSES, (Including Taxes &c.), 17,503,610.57

Net Earnings..... \$ 7,023,867.90

Deduct:—

Fixed Charges (per statement, page 17) 5,190,924.12

Surplus..... \$ 1,832,943.78

From this deduct Interest at 5% per
annum paid on Income Charge Con-
vertible Debenture Stock outstanding 988,214.49

Net Surplus for the year..... \$ 844,729.29

The Gross Earnings show an increase of \$3,417,384.84, or 16.38 per cent., and the Net Earnings of \$892,822.79, or 15.18 per cent., over the preceding year.

The Working Expenses were 74.64 per cent. of the Gross Earnings of the Railway proper and including Taxes 72.10 per cent. of the Gross Earnings from all sources, compared with 73.82 per cent. and 71.81 per cent respectively last year.

During the year 236 miles of newly constructed tracks were added to the System, the average mileage operated being 4,297 miles.

Land sales during the year were 19,755 acres for \$291,193.18, an average of \$14.74 per acre, after making certain adjustments in respect to sales in previous years. The actual average price per acre during the current year was \$15.36 per acre. This compares with 55,111 acres for \$836,084.37, an average of \$15.17 per acre during the preceding year. Whilst your Directors have not made any special effort to sell the Railway's own lands, the policy of colonizing Dominion Government farm lands has been continued and over two million acres were entered upon by settlers. The effect of this policy is now being seen in the increased movement of Agricultural Products of all kinds.

Favorable weather having prevailed during the ripening and harvesting period it is confidently expected that the 1913 crop in the Provinces of Manitoba, Saskatchewan and Alberta will exceed that of any previous year in point of quality and abundance of yield. The marketing of grain from the territories served by your Railway has commenced considerably earlier than last year and the quantity of uniformly high grade grain shipped to the Lake Ports at the date of the Report is very much in excess of any previous year at the same date. This early return in cash to the farmer thus produced is already being reflected in increased activity in the industrial centres with correspondingly satisfactory traffic results to your Company.

Recognized authorities conservatively estimate the yield for the three Provinces as follows:—

| | Bushels |
|--------------|-------------|
| Wheat | 220,000,000 |
| Oats | 224,000,000 |
| Barley | 34,000,000 |
| Flax | 15,000,000 |

The earnings derived by your Company from this great crop would have been very greatly increased if the Canadian Northern Transcontinental Line was in operation, and your Directors have the satisfaction of reporting that excellent progress has been made during the year in its construction and are now able to state that by the close of the present year connection will have been established at Port Arthur with the Eastern Lines and that the last link in the chain, namely, the line through the Rocky Mountains will be connected early in 1914. A second Transcontinental Railway between the industrial East and the fertile West is not only an event of importance to your Company but marks an interesting era in the history of Canada.

The fact that commerce and business interests between Eastern and Western Provinces continue to grow in satisfactory volume, the assured prospect of increased immigration in the future and the knowledge that the territory through which the new Railway is constructed abounds in valuable natural resources waiting only railway facilities for development, guarantees to your Company a very large measure of traffic in the immediate future.

The following public issues of £1,438,356 Four Per Cent. Perpetual Consolidated Debenture Stock and of £ 2,057,612 Five Per Cent. Income Charge Convertible Debenture Stock were made during the year, and the whole of the proceeds have been or are being applied to the construction, improvement and equipment of the line.

The Parliament of Canada granted during the year to the Canadian Northern Ontario and the Canadian Northern Alberta Railways, parts of the Canadian Northern Railway

System, a cash subsidy of \$15,640,000. This subsidy and those previously granted in aid of the system have been or will be expended on construction, improvements and equipment. All monies also received from the sale of the land grants or raised by securities have been expended in the same manner. The increase of \$7,000,000 in the Capital Stock of the Company represents the amount issued to the Government of Canada pursuant to the provisions of the statute under which the cash subsidy of \$15,640,000 above referred to was authorized.

Your Directors submit the following statement showing in concise form the Company's growth during the past ten years:

| | <u>1903</u> | <u>1913</u> |
|-----------------------|-------------|-------------|
| Mileage operated..... | 1276 | 4552 |

TRAFFIC DEVELOPMENT

| | | |
|------------------------|---------------|-----------------|
| Passenger Traffic..... | \$ 389,170.00 | \$ 3,749,500.00 |
| Freight Traffic..... | 1,896,380.00 | 18,561,026.00 |

COMMODITIES

| | | |
|-----------------------------|------------|-------------|
| Flour..... (Sacks) | 332,096 | 3,047,478 |
| Grain..... (Bushels) | 12,367,110 | 59,380,957 |
| Live Stock..... (Head) | 23,775 | 239,133 |
| Logs and Lumber (Feet) | 85,551,000 | 448,351,000 |
| Coal (1909)..... (Tons) | 326,591 | 1,111,865 |
| General Merchandise(") | 173,379 | 1,371,927 |

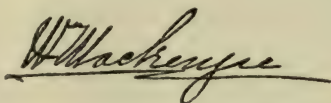
EQUIPMENT PURCHASED

| | | |
|--|-------|--------|
| Locomotives..... | 73 | 534 |
| Sleeping and Dining Cars.... | 1 | 76 |
| Passenger Coaches | 22 | 376 |
| Baggage, Mail and Express Cars..... | 10 | 135 |
| Freight Cars, all kinds..... | 2,507 | 23,759 |

Having regard to the mileage operated, the development of traffic, the necessarily heavy and continued expenditures for the betterment of the service in every Department, including the purchase of Equipment of all kinds, these figures are submitted as testimony of the wisdom shown in the location of your various lines.

The line of the Canadian Northern Ontario Railway has been connected between Toronto and Ottawa, and a regular service will shortly be established between Toronto, Ottawa, Montreal and Quebec. The completion of this section together with the section connecting with the Western Lines at Port Arthur in a few months will enable the Canadian Northern System to retain a large volume of traffic originating on its lines in the East and in the West which it is now compelled to hand over to other Companies, and it will also open up a large traffic producing territory, which while of first importance to the Canadian Northern Ontario Railway, will be of substantial advantage to the system as a whole.

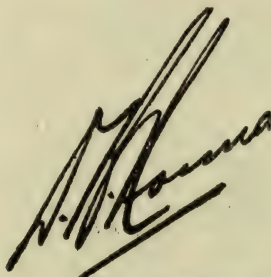
Your Directors are pleased to report satisfactory progress in the construction of the tunnel through Mount Royal which is to give the lines of the Canadian Northern Railway System access to the centre of the city of Montreal. When completed—it is hoped concurrently with the inauguration of a Transcontinental service between Montreal and Vancouver—your Company will enjoy a terminal situation in Montreal second to no other Railway Company.

A handwritten signature in dark ink, appearing to read "W. Mackenzie", written in a cursive style. The signature is underlined with a single horizontal stroke.

President.

To the BOARD OF DIRECTORS

Herewith I beg to submit the accounts of the Company, together with the various statements of operation for the fiscal year ended 30th June, 1913.

A handwritten signature in dark ink, appearing to read "W. H. Lawrence". The signature is stylized with long, sweeping strokes, particularly for the first and last names.

Third Vice-President.

CONDENSED GENERAL

At 30th

ASSETS.

| | | |
|---|------------------|---------------|
| To COST OF RAILWAY AND EQUIPMENT.... | \$221,257,996.74 | |
| Acquired Securities.....(Cost) | 8,294,006.87 | |
| (See page 16) | | |
| Advances to Other Companies..... | 3,344,896.97 | |
| Advances to Lines under Construction | 9,590,268.47 | |
| Value of Material and Supplies on hand..... | \$3,286,680.10 | |
| Due from Agents, Station Balances, etc..... | 987,868.19 | 4,274,548.29 |
| Deferred Payments and Accrued Interest on Land Sales..... | 7,834,174.42 | |
| Cash with National Trust Co., account of Land Sales..... | 2,962,310.93 | 10,796,485.35 |
| Cash Account— | | |
| With Dominion Government..... | 836,579.12 | |
| With Province of Manitoba..... | 18,830.61 | |
| With Province of Saskatchewan..... | 805,218.40 | |
| With Province of Alberta..... | 1,142,100.02 | |
| Cash on hand..... | 2,507,029.06 | 5,309,757.21 |

\$262,867,959.90

NOTE—In addition to the above assets the Company owns approximately 850,000 acres of land in Manitoba and Saskatchewan.

BALANCE SHEET

JUNE, 1913.

LIABILITIES.

| | | |
|--|----------------|-------------------------|
| BY CAPITAL STOCK..... | | \$ 77,000,000.00 |
| BONDS AND STOCK (Guaranteed by Government)..... | | 54,633,824.53 |
| FOUR PER CENT. PERPETUAL CON- SOLIDATED DEBENTURE STOCK..... | | 46,464,715.83 |
| FIVE PER CENT. INCOME CHARGE CON- VERTIBLE DEBENTURE STOCK..... | | 25,000,000.00 |
| LAND GRANT BONDS | | 5,664,113.38 |
| 1899..... | \$2,000,000.00 | |
| 1909..... | 3,664,113.38 | |
| CAR TRUST OBLIGATIONS..... | | 19,501,500.00 |
| CURRENT LIABILITIES— | | |
| Unpaid Pay Rolls..... | 1,248,977.91 | |
| Unpaid Audited Vouchers..... | 2,343,126.18 | |
| Due to Other Companies..... | 4,355,339.38 | 7,947,443.47 |
| Coupons and Dividend Warrants due on 1st July (since paid)..... | 1,926,406.72 | |
| Accrued Interest on Bonds and Equipment Securities..... | 511,988.18 | 2,438,394.90 |
| EQUIPMENT REPLACEMENT FUND..... | | 508,748.13 |
| SURPLUS— | | |
| Land Account..... | 16,930,835.01 | |
| Railway Account..... | 6,778,384.65 | 23,709,219.66 |
| | | <u>\$262,867,959.90</u> |

Certified correct,

D. B. HANNA,
Third Vice-President.

STATEMENT OF

At 30th

JUNE 30th, 1913.

| | | |
|---|-----------------|-------------------------|
| To Operating Expenses..... | \$17,327,743.49 | |
| Taxes, Railway..... | 112,858.65 | |
| Taxes on Company's Lands..... | 63,008.43 | |
| <i>Interest on Bonds, etc.:</i> | | |
| Consolidated Debenture Bonds, guaranteed by the Government of Manitoba..... | \$ 486,237.93 | |
| Ontario Division Debenture Bonds, guaranteed by the Government of Manitoba..... | 230,670.26 | |
| Winnipeg Terminal Bonds, guaranteed by the Government of Manitoba..... | 120,000.00 | |
| Three per cent. Debenture Stock, guaranteed by the Dominion of Canada..... | 280,799.86 | |
| Three and one-half per cent. Debenture Stock, guaranteed by the Dominion of Canada..... | 276,380.51 | |
| Four per cent. Debenture Stock, guaranteed by the Government of Manitoba..... | 114,399.96 | |
| Four per cent. Debenture Stock, guaranteed by the Government of Saskatchewan..... | 271,783.24 | |
| Four per cent. Debenture Stock, guaranteed by the Government of Alberta..... | 127,400.00 | |
| Consolidated Debenture Stock..... | 1,768,063.77 | |
| Qu'Appelle, Long Lake and Saskatchewan Ry. four per cent. Debenture Stock..... | 202,056.02 | |
| Land Grant four per cent. Bonds..... | 150,224.25 | 4,028,015.80 |
| <i>Rental of Leased Lines:</i> | | |
| Northern Pacific & Manitoba Railway | 225,000.00 | |
| Minnesota & Manitoba Railroad..... | 13,960.00 | 238,960.00 |
| Interest on Equipment Securities..... | | 923,948.32 |
| Accrued Interest to June 30th, 1913... | 511,988.18 | |
| Less Accrued Interest to June 30th, 1912, paid during the current year.. | 459,090.25 | 52,897.93 |
| Interest at 5% per annum paid on Income Charge Convertible Debenture Stock outstanding..... | | 988,214.49 |
| Balance of Income Account..... | | 6,778,384.65 |
| | | <u>\$ 30,514,031.76</u> |

INCOME ACCOUNT

JUNE, 1913.

JUNE 30th, 1912.

By Balance of Income Account at 30th June, 1912, as
per Annual Report..... \$5,986,553.29

JUNE 30th, 1913.

By Gross Earnings, viz.:

| | | |
|--|-----------------|---------------|
| Passenger Earnings..... | \$ 3,749,498.35 | |
| Freight Earnings..... | 18,561,026.90 | |
| Express, Mail and Miscellaneous Earnings..... | 1,966,953.22 | 24,277,478.47 |

By Part of Premium received from sale of Five per cent.

| | |
|---|------------|
| Income Charge Convertible Debenture Stock applicable to the first half year's Dividend on said Stock..... | 250,000.00 |
|---|------------|

\$ 30,514,031.76

By Balance to credit of Income Account, June 30th,
1913.....\$ 6,778,384.65

ACQUIRED SECURITIES

| | |
|--|---------------------|
| The Minnesota & Ontario Bridge Co. | |
| 4½ per cent. First Mortgage | |
| Debenture Bonds..... | \$ 180,000.00 |
| Capital Stock..... | 100,000.00 |
| The Minnesota & Manitoba R.R. | |
| 5 per cent. General Mortgage | |
| Bonds..... | 250,000.00 |
| Capital Stock..... | 400,000.00 |
| The Lake Superior Terminals Co., Limited | |
| 5 per cent. Mortgage Gold Bonds.. | 2,000,000.00 |
| Capital Stock..... | 500,000.00 |
| The Canadian Northern Telegraph Co. | |
| 5 per cent. General Mortgage | |
| Bonds..... | 800,000.00 |
| Capital Stock..... | 500,000.00 |
| The Winnipeg Land Company, Limited. | |
| 5 per cent. First Mortgage Gold | |
| Bonds..... | 300,000.00 |
| Capital Stock..... | 100,000.00 |
| The Canadian Northern Coal & Ore Dock | |
| Company. | |
| 5 per cent. First Mortgage Bonds.. | 437,000.00 |
| The St. Boniface & Western Land Co. | |
| 5 per cent. First Mortgage Bonds.. | 750,000.00 |
| Capital Stock..... | 250,000.00 |
| The Edmonton & Slave Lake Railway Co. | |
| 5 per cent. First Mortgage Bonds.. | 420,000.00 |
| The Canadian Northern Prairie Lands Co. | |
| Capital Stock..... | 483,393.55 |
| The Canadian Northern Railway Express | |
| Co., Limited. | |
| 4 per cent. First Mortgage Gold | |
| Bonds, £616,438..... | 3,000,000.00 |
| Capital Stock..... | 1,000,000.00 |
| The Canadian Northern Steamships, | |
| Limited | |
| 5 per cent. First Mortgage Deben- | |
| ture Stock, £600,000..... | 2,920,000.00 |
| Capital Stock..... | <u>2,000,000.00</u> |
| | |
| \$16,390,393 55 | |

DETAILS OF FIXED CHARGES FOR YEAR ENDED 30TH JUNE, 1913

Guaranteed as to Principal and Interest by the Dominion Government of Canada

| AMOUNT | DATE OF ISSUE | ANNUAL CHARGE |
|----------------------------|----------------------|---------------|
| 3 % Stock, £1,923,287..... | 29th July, 1903..... | \$280,799.86 |
| 3½% Stock, £1,622,586..... | | 276,380.51 |

Guaranteed as to Principal and Interest by the Government of Manitoba

| | | |
|---------------------------|---------------------------|--------------|
| 4% Bonds, £2,497,800..... | 30th June, 1904..... | \$486,237.93 |
| 4% Bonds, £1,180,600..... | 30th September, 1901..... | 230,670.26 |
| 4% Bonds, £ 616,438..... | (Winnipeg Terminals)..... | 120,000.00 |
| 4% Bonds, £ 587,671..... | 1st March, 1910..... | 114,399.96 |

Guaranteed as to Principal and Interest by the Government of Saskatchewan

| | | |
|----------------------------|---------------------|--------------|
| 4% Stock, £1,650,000*..... | 18th May, 1909..... | \$271,783.24 |
|----------------------------|---------------------|--------------|

Guaranteed as to Principal and Interest by the Government of Alberta

| | | |
|----------------------------|----------------------|--------------|
| 4% Stock, £1,147,945*..... | 10th June, 1909..... | \$127,400.00 |
|----------------------------|----------------------|--------------|

Four Per Cent. Perpetual Consolidated Debenture Stock

| | |
|------------------|----------------|
| £9,128,367 | \$1,768,063.77 |
|------------------|----------------|

Qu'Appelle Guaranteed Four Per Cent. 30 Year Mortgage Debenture Stock

| | | |
|-----------------|-------------------------|--------------|
| £1,037,972..... | 17th October, 1906..... | \$202,056.02 |
|-----------------|-------------------------|--------------|

Four Per Cent. Land Grant Bonds

| | | |
|---------------|--------------------------|--------------|
| £757,000..... | 15th February, 1909..... | \$150,224.25 |
|---------------|--------------------------|--------------|

Leased Lines

| | |
|--|-----------------------|
| Northern Pacific and Manitoba Railway..... | \$225,000.00 |
| Minnesota and Manitoba Railroad..... | 13,960.00 |
| Interest on Equipment Securities | 923,948.32 |
| | <u>\$5,190,924.12</u> |

*For part of year only.

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS

COMPARED WITH PREVIOUS FISCAL YEAR

Gross Earnings

| Per Cent. | 1912 | Class | 1913 | Per Cent |
|-----------|-----------------|---------------|-----------------|----------|
| 16.46 | \$3,434,140.81 | Passenger | \$3,749,498.35 | 15.44 |
| 74.63 | 15,567,998.17 | Freight | 18,561,026.90 | 76.45 |
| 00.54 | 112,177.63 | Mails | 132,376.46 | 00.55 |
| 02.24 | 466,157.11 | Express | 499,794.11 | 02.06 |
| 06.13 | 1,279,619.91 | Miscellaneous | 1,334,782.65 | 05.50 |
| 100. | \$20,860,093.63 | Total | \$24,277,478.47 | 100. |

Operating Expenses

| Per Cent. | 1912 | Class | 1913 | Per Cent. |
|-----------|-----------------|--------------------------------------|-----------------|-----------|
| 17.42 | \$2,608,866.45 | { Maintenance of Way & Struct's } | \$3,224,929.82 | 18.42 |
| 21.78 | 3,262,727.41 | { Maintenance of Equipment } | 3,301,164.83 | 18.86 |
| 02.41 | 360,474.34 | Traffic Expenses | 427,951.40 | 02.45 |
| 53.49 | 8,013,252.78 | { Transportation Expenses } | 9,701,203.97 | 55.42 |
| 04.90 | 733,727.54 | General Expenses | 848,360.55 | 04.85 |
| 100. | \$14,979,048.52 | Total | \$17,503,610.57 | 100. |

Summary of Earnings and Expenses

| Per Cent. | 1912 | Class | 1913 | Per Cent. |
|-----------|-----------------|--------------------|-----------------|-----------|
| | \$20,860,093.63 | Gross Earnings | \$24,277,478.47 | |
| 71.81 | 14,979,048.52 | Operating Expenses | 17,503,610.57 | 72.10 |
| 28.19 | 5,881,045.11 | Net Earnings | 6,773,867.90 | 27.90 |
| 100. | | | | 100. |

DESCRIPTION OF FREIGHT CARRIED

| | | For Year Ended June 30 | | |
|--|----------------------|------------------------|-------------|-------------|
| | | 1913 | 1912 | 1911 |
| Flour..... | Sacks (100 lbs. ea.) | 3,047,478 | 2,854,136 | 2,215,094 |
| Grain..... | Bushels..... | 59,380,957 | 53,441,149 | 40,249,939 |
| Live Stock (all kinds) | Head..... | 239,133 | 188,669 | 137,295 |
| Logs and Lumber.... | Feet..... | 448,351,000 | 405,395,000 | 324,221,000 |
| Firewood..... | Cords..... | 233,248 | 227,030 | 210,625 |
| Coal..... | Tons..... | 1,111,865 | 804,803 | 370,161 |
| Immigrants' Effects | Cars..... | 4,628 | 5,154 | 5,644 |
| Building Material (Lime, Stone, Brick, Sand, etc.) | Cars..... | 57,367 | 53,425 | 36,328 |
| Miscellaneous..... | Tons..... | 1,371,927 | 1,203,887 | 1,170,964 |

EARNINGS, EXPENSES AND NET EARNINGS

FROM JULY 1ST, 1902, TO JUNE 30TH, 1913

| Year | Average Miles Operated | Earnings | Expenses | Net Earnings |
|---------|------------------------------|----------------|----------------|---------------|
| 1902-03 | 1,276 | \$2,449,579.33 | \$1,589,293.47 | \$ 860,285.86 |
| 1903-04 | 1,349 | 3,242,702.69 | 2,120,772.43 | 1,121,930.26 |
| 1904-05 | 1,586 | 4,190,211.96 | 2,644,729.64 | 1,545,482.32 |
| 1905-06 | 2,064 | 5,903,755.61 | 3,674,732.85 | 2,229,022.76 |
| 1906-07 | 2,509 | 8,350,198.08 | 5,424,163.65 | 2,926,034.43 |
| 1907-08 | 2,866 | 9,709,462.71 | 6,676,775.82 | 3,032,686.89 |
| 1908-09 | 3,013 | 10,581,767.93 | 7,015,405.76 | 3,566,362.17 |
| 1909-10 | 3,179 | 13,833,061.63 | 9,488,671.60 | 4,344,390.03 |
| 1910-11 | 3,383 | 16,360,712.39 | 11,370,365.57 | 4,990,346.82 |
| 1911-12 | 3,888 | 20,860,093.63 | 14,979,048.52 | 5,881,045.11 |
| 1912-13 | 4,297 | 24,277,478.47 | 17,503,610.57 | 6,773,867.90 |

Per Mile Operated

| Year | Average Miles Operated | Earnings | Expenses | Net Earnings |
|---------|------------------------------|------------|------------|--------------|
| 1902-03 | 1,276 | \$1,918.23 | \$1,244.55 | \$ 673.68 |
| 1903-04 | 1,349 | 2,402.71 | 1,571.40 | 831.31 |
| 1904-05 | 1,586 | 2,641.37 | 1,667.55 | 973.82 |
| 1905-06 | 2,064 | 2,860.34 | 1,780.39 | 1,079.95 |
| 1906-07 | 2,509 | 3,328.09 | 2,161.88 | 1,166.21 |
| 1907-08 | 2,866 | 3,387.81 | 2,329.65 | 1,058.16 |
| 1908-09 | 3,013 | 3,512.04 | 2,328.38 | 1,183.66 |
| 1909-10 | 3,179 | 4,351.39 | 2,984.80 | 1,366.59 |
| 1910-11 | 3,383 | 4,836.15 | 3,361.03 | 1,475.12 |
| 1911-12 | 3,888 | 5,365.25 | 3,852.64 | 1,512.61 |
| 1912-13 | 4,297 | 5,649.87 | 4,073.45 | 1,576.42 |

PASSENGER. FREIGHT AND MISCELLANEOUS STATISTICS

COMPARED WITH PREVIOUS FISCAL YEAR

| | 1913 | 1912 | Increase or Decrease | Per Cent. |
|--|---------------|---------------|-------------------------|--------------|
| PASSENGER TRAFFIC | | | | |
| Passengers carried (Earning Revenue)..... | 1,984,978 | 1,681,760 | 303,218 | 18.03 |
| Passengers carried one mile..... | 157,225,910 | 158,400,017 | d 1,174,107 | .74 |
| Passengers carried one mile per mile of Road..... | 36,590 | 40,741 | d 4,151 | 10.19 |
| Average distance carried..... | 79.21 | 94.18 | d 14.97 | 15.90 |
| Total Passenger Revenue.....\$ | 3,590,313.39 | 3,349,317.00 | 240,996.39 | 7.20 |
| Average amount received per pas- senger.....\$ | 1.80.87 | 1.99.16 | d 18.29 | 9.18 |
| Average amount received per pas- senger per mile.....Cts. | .02.284 | .02.115 | .00.169 | 7.99 |
| Total Passenger Train Earnings.....\$ | 4,381,668.92 | 4,012,475.55 | 369,193.37 | 9.20 |
| Passenger Train Earnings per Train mile.....\$ | 1.28.088 | 1.21.074 | .07.014 | 5.79 |
| FREIGHT TRAFFIC | | | | |
| Revenue Tons carried..... | 6,821,811 | 5,970,449 | 851,362 | 14.26 |
| Revenue Tons carried one mile..... | 2,366,393,799 | 2,024,003,946 | 342,389,853 | 16.92 |
| Revenue Tons carried one mile per mile of Road..... | 550,703 | 520,577 | 30,131 | 5.79 |
| Average distance haul of one Ton..... | 346.88 | 339.00 | 7.88 | 2.32 |
| Total Freight Revenue.....\$ | 18,261,130.13 | 15,337,533.95 | 2,923,596.18 | 19.06 |
| Average amount received for each Ton of Freight.....\$ | 2.67.687 | 2.56.891 | .10.796 | 4.20 |
| Average Revenue per Ton per Mile.....Cts. | .00.772 | .00.758 | .00.014 | 1.85 |
| Total Freight Train Earnings.....\$ | 18,561,026.90 | 15,567,998.17 | 2,993,028.73 | 19.23 |
| Freight Train Earnings per Train mile.....\$ | 2.83.240 | 2.37.492 | .45.748 | 19.26 |
| PASSENGER AND FREIGHT, Etc. | | | | |
| Gross Earnings per mile of Road.....\$ | 5,649.87 | 5,365.25 | 284.62 | 5.30 |
| Operating Expenses per mile of Road.....\$ | 4,073.45 | 3,852.64 | 220.81 | 5.73 |
| Net Earnings per mile of Road.....\$ | 1,576.42 | 1,512.61 | 63.81 | 4.22 |
| Amount required per mile of Road to pay Fixed Charges, includ- ing Leased Lines.....\$ | 993.01 | 1,008.17 | d 15.16 | 1.50 |
| TRAIN MILEAGE | | | | |
| Mileage of Passenger Trains..... | 3,420,821 | 3,314,063 | 106,758 | 3.22 |
| Mileage of Freight Trains..... | 6,553,100 | 6,555,157 | d 2,057 | .03 |
| EXPENSES PER TRAFFIC TRAIN MILE | | | | |
| Maintenance of Way and Struc- tures.....Cts. | 32.33 | 26.44 | 5.89 | 22.28 |
| Maintenance of Equipment.....Cts. | 33.10 | 33.06 | .04 | .12 |
| Traffic Expenses.....Cts. | 04.29 | 03.65 | .64 | 17.53 |
| Transportation Expenses.....Cts. | 97.26 | 81.19 | 16.07 | 19.79 |
| General Expenses.....Cts. | 08.51 | 07.43 | 1.08 | 14.54 |
| Total.....\$ | 1.75.49 | 1.51.77 | 23.72 | 15.63 |

SUMMARY OF EQUIPMENT

| | AT 30TH JUNE | | |
|---|--------------|--------|--------|
| | 1913 | 1912 | 1911 |
| Locomotives..... | 534 | 430 | 398 |
| Sleeping and Dining Cars..... | 76 | 64 | 50 |
| Passenger Coaches..... | 376 | 307 | 226 |
| Baggage and Mail and Express Cars | 135 | 99 | 90 |
| Business Cars..... | 16 | 14 | 11 |
| Freight, Refrigerator and Stock Cars..... | 23,759 | 18,675 | 14,778 |
| Conductors' Vans..... | 396 | 257 | 231 |
| Boarding, Tool, Auxiliary Cars, Steam Shovels and Snow Equipment..... | 701 | 594 | 481 |

MILES OF RAILWAY

The total number of miles of railway owned and operated, including leased lines, at the close of the fiscal year ended 30th June, 1913, was 4,552.76, made up as follows:

CENTRAL DIVISION

District No. 1.

| | | |
|---|--------|--------|
| Port Arthur to Paddington..... | 435.10 | |
| Twin City Junction to North Lake..... | 73.30 | |
| Emerson Junction to South Junction..... | 72.70 | |
| | | 581.10 |

District No. 2.

| | | |
|--|--------|--------|
| Winnipeg Terminal Track in Terminal Yards, Union Station..... | 10.49 | |
| Winnipeg Transfer Tracks..... | 5.61 | |
| Portage Junction to Emerson Junction..... | 62.00 | |
| Morris to Somerset..... | 62.20 | |
| St James to Gypsumville..... | 156.70 | |
| Grosse Isle to Inwood..... | 31.00 | |
| Greenway to Adelpha..... | 51.80 | |
| Paddington to Bird's Hill..... | 8.70 | |
| Carman Junction to Belmont..... | 118.50 | |
| | | 507.00 |

District No. 3.

| | | |
|--|--------|--------|
| Woodward Avenue to Dauphin..... | 176.10 | |
| Delta Junction to Delta..... | 14.80 | |
| Totogan Junction to Totogan..... | 1.80 | |
| Oakland to End of Steel..... | 32.70 | |
| Brandon Junction to Carberry Junction..... | 22.90 | |
| Rosburn Junction to Ross Junction..... | 190.60 | |
| Hallboro' to Beulah..... | 75.00 | |
| Neepawa Junction to Neepawa..... | 33.10 | |
| Neepawa to McCreary Junction..... | 37.30 | |
| Ochre River to End of Steel..... | 15.00 | |
| Arizona Junction to Brandon..... | 78.80 | |
| | | 678.10 |

District No. 4.

| | | |
|---|--------|--------|
| Brandon to C. N. Junction..... | 220.00 | |
| Maryfield to Radville..... | 139.80 | |
| Luxton to Bienfait..... | 16.30 | |
| M. & B. Junction to Hartney Junction..... | 38.00 | |
| Belmont to Virden..... | 90.90 | |
| Radville to Bengough..... | 44.59 | |
| Radville to South Moose Jaw..... | 83.84 | |
| | | 633.43 |

| | |
|----------------------|----------|
| <i>Forward</i> | 2,399.63 |
|----------------------|----------|

Forward..... 2,399.63

WESTERN DIVISION

District No. 1.

| | | |
|---|--------|--------|
| Dauphin to Humbolt..... | 247.30 | |
| North Junction to Prince Albert..... | 360.50 | |
| Sifton Junction to Winnipegosis | 20.70 | |
| Thunder Hill Junction to Preeceville..... | 72.10 | |
| Hudson Bay Junction to Le Pas..... | 87.50 | |
| | | 788.10 |

District No. 2.

| | | |
|-----------------------------------|--------|--------|
| Regina to East Prince Albert..... | 249.30 | |
| Craven Junction to Craven..... | 4.38 | |
| Saskatoon to Alsask | 169.80 | |
| Prince Albert to Blaine Lake..... | 64.00 | |
| Shellbrook to Big River..... | 56.50 | |
| Delisle to McRorie..... | 45.80 | |
| | | 589.78 |

District No. 3

| | | |
|--|--------|--------|
| Humbolt to Edmonton..... | 401.90 | |
| Dalmeny to Laird..... | 27.80 | |
| North Battleford to Edam..... | 38.30 | |
| Edmonton Junction to Morinville..... | 21.50 | |
| Edmonton to Stony Plains..... | 21.00 | |
| Vegreville to Drumheller..... | 173.40 | |
| Battleford to Battleford Junction..... | 8.00 | |
| Strathcona to Edmonton (E. Y. & P.)..... | 7.22 | |
| Morinville to Athabasca Landing..... | 72.33 | |
| | | 771.45 |

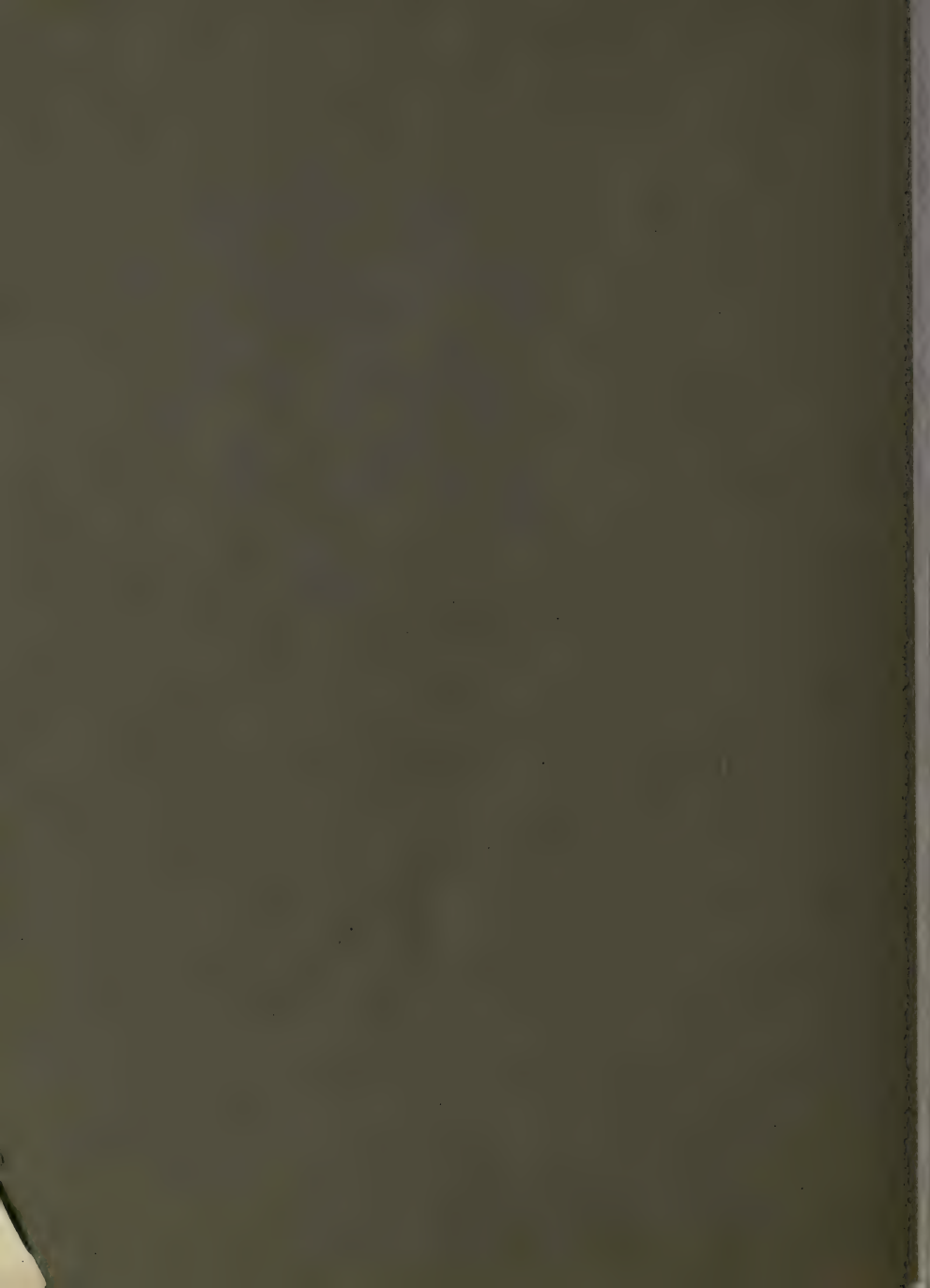
WINNIPEG JOINT TERMINALS

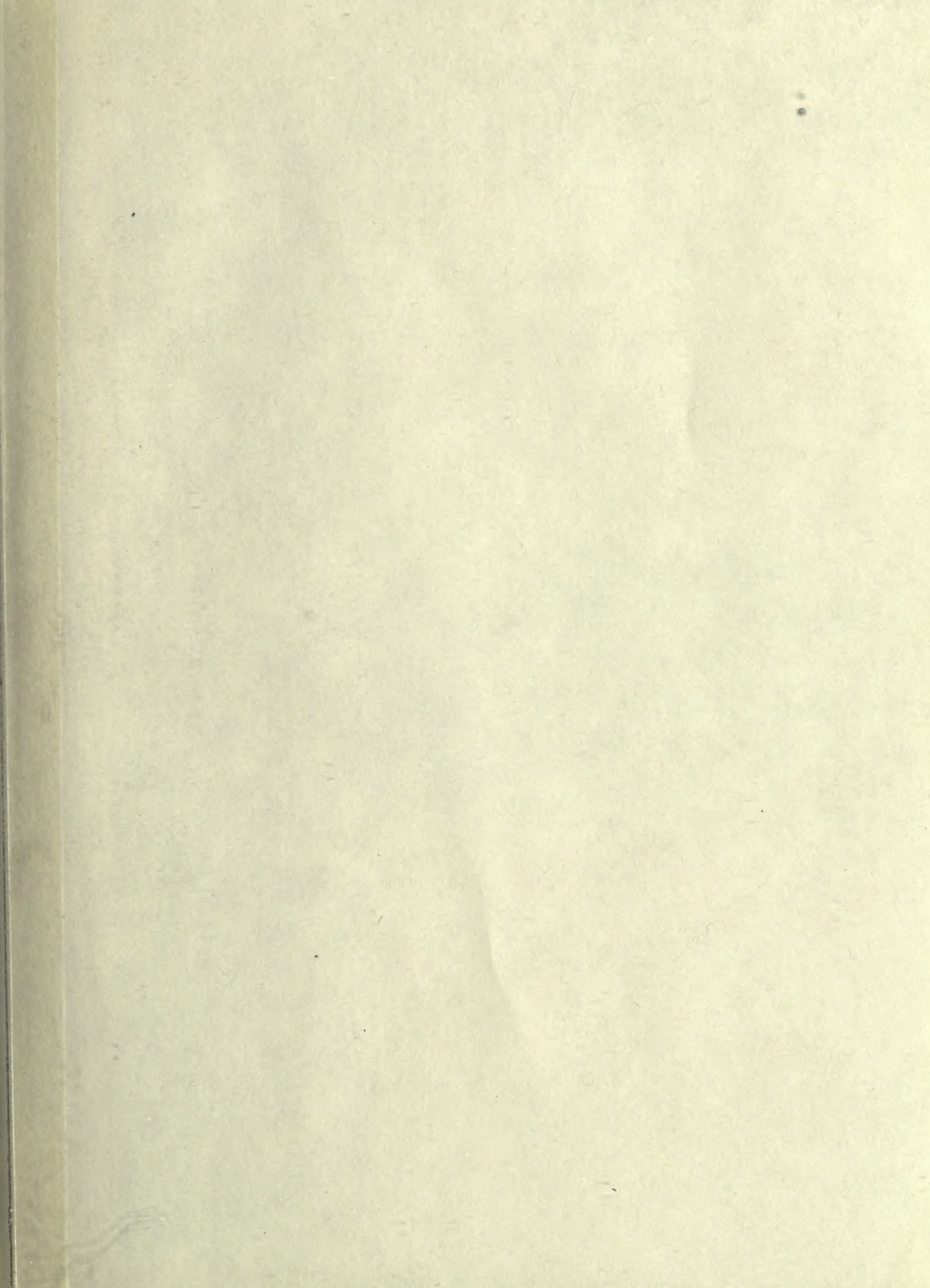
| | | |
|---|------|----------|
| Paddington to Woodward Avenue (Main Line).. | 3.80 | 3.80 |
| | | 4,552.76 |

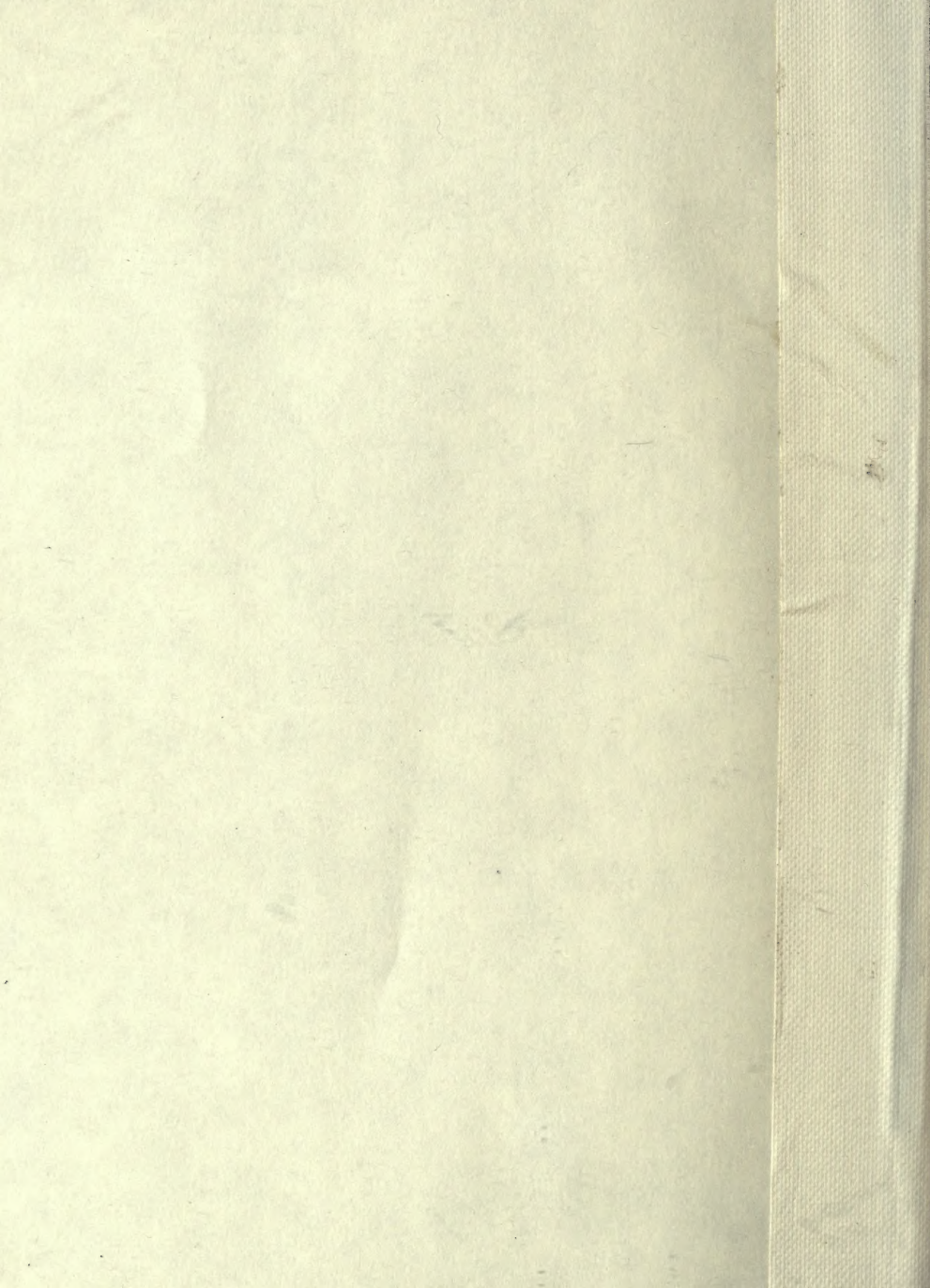
Located as follows:

| | | |
|-------------------------------|----------|----------|
| Province of Ontario..... | 356.60 | |
| Province of Manitoba..... | 1,833.75 | |
| Province of Saskatchewan..... | 1,851.56 | |
| Province of Alberta..... | 467.15 | |
| State of Minnesota..... | 43.70 | |
| | | 4,552.76 |

Average mileage operated for fiscal year, 4,297 miles.







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